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Application No.: Not Yet Assigned

AMENDMENTS TO THE CLAIMS

Please amend claims 3, 4, 7, and 8, to read as follows:

1. (Original) A pneumatic tire, comprising:

a rubber-like thin-film disposed on an inner surface of the tire, the rubber-like thin-film being formed of a latex dry thin-film in which 20 to 50 wt% rubber component is liquid isoprene rubber and having a breaking elongation of not less than 900% and a tensile strength of not lower than 15 MPa.

- 2. (Original) The pneumatic tire according to claim 1, wherein a thickness of the rubber-like thin-film is not more than 2.0 mm.
- 3. (Currently amended) The pneumatic tire according to one of claims 1 and 2 claim 1, wherein a molecular weight range of the liquid isoprene rubber is 20,000 to 40,000.
- 4. (Currently amended) The pneumatic tire according to any one of claims 1 to 3 claim 1, wherein a mold release agent is interposed between the rubber-like thin-film and the inner surface of the tire.
- 5. (Original) A method of manufacturing a pneumatic tire including a rubber-like thin-film on an inner surface of the tire, the rubber-like thin-film having a breaking elongation of not less than 900% and a tensile strength of not lower than 15 MPa, the method comprising:

poring latex in which 20 to 50 wt% rubber component is liquid isoprene rubber into the tire vulcanized; and

drying the latex while rotating the tire to form the rubber-like thin-film composed of a dry thin-film of the latex on the inner surface of the tire.

6. (Original) The method of manufacturing a pneumatic tire according to claim 5, wherein a thickness of the rubber-like thin-film is not more than 2.0 mm.

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7. (Currently amended) The method of manufacturing a pneumatic tire according to one of claims 5 and 6 claim 5, wherein a molecular weight range of the liquid isoprene rubber is 20,000 to 40,000.

8. (Currently amended) The method of manufacturing a pneumatic tire according to any one of claims 5 to 7 claim 5, wherein a mold release agent is interposed between the rubber-like thin-film and the inner surface of the tire.